

## BUILT ENVIRONMENT POLICIES

### **Quality of Life Statement:**

We want the physical services and utilities for future village centers. A transportation network, including alternate modes for the South Valley and mesa top should be viewed as a mechanism to promote, service and connect the communities.

The plan seeks to promote equal connections between the different villages and their businesses, and to facilitate opportunities to establish a safe environment, and desirable living conditions. An equitable balance between the community, land use, physical development and natural environment shall be attained.

## POLICY 8

Isleta Boulevard shall be recognized and treated as a historic route. Any modifications on Isleta Boulevard shall protect, rehabilitate, restore and enhance the historic, cultural and economic significance of this important segment of the "Camino Real."

### ACTIONS:

- a) Develop a design overlay zone or corridor plan to protect the visual qualities that reflect the history and heritage of the Camino Real and provide a tangible link to its past. This shall provide guidance to developers, design professional and property owners for new development, streetscape and redevelopment projects. Limit the number of lanes on Isleta Boulevard by adding an exception to the General Standards for right-of-way width to include bike lanes and/or on street parking.
- b) Regulate light fixtures to be shielded and horizontal, and no higher than the buildings on the lot. Along the commercial areas, the light fixtures shall not be higher than 1.5 times the height of the buildings, with a maximum of 24 feet. Street lighting should be of a consistent uniform height.
- c) Install street lighting and other fixtures appropriate for auto, bike and pedestrians, and fit the historic character of the street.
- d) Create a pedestrian friendly environment along Isleta Boulevard that allows shared parking facilities and safe pleasant access to local businesses.

## POLICY 9

**Additional historic routes, scenic corridors and easements, including historic acequias, streetscapes and built environment, shall be recognized and integrated into future plans, subdivisions and development.**

#### ACTIONS:

- a) Establish signage areas for historic recognition.
  - 1) Historic markers along roadways.
  - 2) Historic markers in pedestrian areas.
- b) Develop a design overlay zone for historic routes.
- c) Lighting and other fixtures shall be unique in design and reflect the historic nature of this corridor. Down lighting shall be used to protect the dark skies and illuminate streets and sidewalks for the purpose of safety and aesthetics.

#### **POLICY 10**

**To protect the fragile landforms and air quality in the plan area, new development or major modifications to existing roads and other major public facilities shall adapt to the existing natural environment, topography, soils, vegetation, geology, and hydrology.**

#### ACTIONS:

- a) Design existing roads and future road extensions consistent with drainage patterns of arroyos, waterways, and acequias to handle drainage, minimize erosion, and to avoid unnecessary crossings and re-alignments.
- b) Coordinate County and City Public Works, New Mexico State Highway Department and private developers (depending upon jurisdiction for roadway) to design and construct roads to assure minimum impact to fragile soils and the existing and historic environment.
- c) Address land use, environmental, historical and social impacts when developing or modifying all streets and roads.
- d) Facilitate an on-going public participation process that utilizes all corridor plans. This process will include open public meetings held in the Plan area and shall seek wide public input on design alternatives including all roads and bridges.

- e) Implement landscaping on all arterial streets with appropriate drought tolerant plants or vegetation supported by pavement-collected water.
- f) Prohibit excessive cuts and fills that scar the natural landscape and create unstable soil and erosion conditions.
- g) Protect slopes within areas greater than five percent (5%) by utilizing techniques such as split lanes for subdivision entrance roadways to reduce the negative impacts of crossing steep grades. Maintain native landscape in medians.
- h) Prepare a soil erosion and sediment control plan for initial design of roadways within Soil Conservation Service Zones 3 and 4.
- i) Recognize reduced road widths in areas of the valley floor dominated by traditional development patterns and situations where public safety is not compromised. Utilize drainage swales within the right-of-way to accommodate drainage without adding to area wide runoff.
- j) Protect cottonwood trees and other predominately surface-root water vegetation by requiring site design that preserves existing mature cottonwood trees through relocation and surfacing materials to limit compaction and allow water infiltration.
- k) Preserve and protect native vegetation and biological diversity, erodible soils, drainage courses, and unusual landmarks when approving subdivisions.

## **POLICY 11**

**All roads and arterials shall maintain continuity with regards to drainage, design and landscape. These arterials shall be comprehensive in design and scope to include the community's goals and objectives, including pedestrian and bicycle amenities, mass transit potential and landscaping.**

### **ACTIONS:**

- a) Consider driveway consolidation or other access control features appropriate to the planned function of the roadway for all proposed arterials; extensions or reconstruction of existing arterials; requests for zone changes and special use permits, and requests for site development plans for commercial and office uses.

- b) The County Public Works Division shall evaluate the impact of road design and construction on economic and commercial development, housing, recreation, open space, transportation, and community facilities before roadway projects are undertaken.
- c) Design all roads to be of a compatible scale and consistent with the character of the area. Design shall consider the relationship of businesses, housing and pedestrian viability as it relates to the roadway.
- d) Integrate concerns and recommendations of area residents into the design of roadways. Meetings with affected residents shall be held within the impacted area to seek input prior to the programming and design of the roadway.
- e) New development shall install and maintain sidewalks, trails and safe crossings along roadways for pedestrian safety and general welfare of the area residents.

## **POLICY 12**

**Heavy industrial and commercial traffic shall be limited in village centers and residential areas to enhance residential stability, respect the history and integrity of the area, and promote neighborhood scale (CN zoning) economic development.**

### **ACTIONS:**

- a) Restrict major roads (principle or limited access arterials) from bisecting historic village centers.
- b) Amend the Long Range Roadway System Map to exclude the Southwest Transportation Corridor from the area east of Coors Boulevard and west of Isleta Boulevard.
- c) Amend the Long Range Roadway System Map to exclude the Gibson west corridor from the area east of Coors Boulevard to I-25.
- d) Examine the feasibility of Second Street, south of Rio Bravo, as a three-lane facility designed to maintain the rural character of the area and serve the existing community.
- e) Emphasize a north/south arterial on the Southeast Mesa slopes, such as Broadway Boulevard and Second Street to Desert Road which shall serve the more industrial and commercial areas of the valley and promote continuity and access to downtown, uptown and Mesa Del Sol.

## **POLICY 13**

**Landscaped arterials and limited access roads in the Plan area shall include, but not be limited to, Gibson/Arenal Boulevard, Rio Bravo Boulevard, 118<sup>th</sup> Street, Gun Club Road, 98<sup>th</sup> Street, Second Street and Unser Boulevard. Landscaping of medians and areas adjacent to roadways shall include provisions for pedestrians, bike lanes in the design, and construction of these and other roads.**

### **ACTIONS:**

- a) Provide incentives, such as a 20% reduction in parking spaces required for premises of at least five acres, in exchange for park and ride lots with bus bays or shelters, which are contiguous to existing or proposed bus routes as approved by the City's Transit Department.
- b) Enhance pedestrian crosswalks with textured and colored paving to create a pleasant, safe pedestrian system.
- c) Consolidate curb cuts and require shared access and parking agreements.
- d) Provide shrubs or vegetation that form a buffer between sidewalks and arterials/roads to calm traffic and to guide pedestrian movement.
- e) Provide landscaping for existing and proposed medians with drought tolerant native plant materials.
- f) Allow off-street parking behind buildings away from streets for new commercial development. On lots less than 200 feet deep, parking may be located behind or beside new or redeveloped non-residential construction if appropriate public safety is met.
- g) Regional transit stops, as identified by the South Valley Transportation Committee, shall be implemented by the appropriate agencies.

## **POLICY 14**

**Transportation corridor plans shall be developed by City and County agencies, and other appropriate jurisdictions, for Unser Boulevard from Arenal Road to Paseo Del Volcan or Interstate 25; Paseo Del Volcan from Central Avenue to Dennis Chavez (Rio**

Bravo Blvd.); 118<sup>th</sup> Street from Central Avenue to Pajarito Road; and 98<sup>th</sup> Street from Snow Vista Channel to Dennis Chavez Boulevard (Rio Bravo Boulevard). Land use impacts and an on-going public participation process shall be elements in these plans.

**ACTIONS:**

- a) Corridor plans should examine the effects of proposed road construction and reconstruction on adjacent existing and planned uses.
- b) Implement an on-going public participation process in all corridor plans. This process shall include public meetings held within the impacted area.
- c) Encourage the use of raised landscaped medians that provide a safe refuge for pedestrian street crossings on all facilities where practical.

**POLICY 15**

Development in non-programmed areas where sewer, water and roads do not exist, shall not be approved unless it can demonstrate that it poses "no net" expense to the local government with respect to existing public works, education and transportation infrastructure, as well as basic health, safety and general welfare services.

**ACTIONS:**

- a) Evaluate the fiscal impact of new development on local government in areas where funds are not appropriated for infrastructure.
- b) The County shall consider the delivery and phasing of essential services to existing communities prior to providing infrastructure to new development.

## **POLICY 16**

**The County and City shall continue to work closely with other agencies as trail corridor planning occurs within the Plan area. Design and safety measures shall be a prime consideration in location and construction of trails.**

### **ACTIONS:**

- a) Locate, design and construct trail systems by cooperative efforts of the County and City Planning Departments; County and City Parks and Recreation Departments; County and City Public Works Divisions, and the Albuquerque Metropolitan Arroyo Flood Control Authority.
- b) Incorporate pedestrian trails when designing, upgrading and constructing roadways. These trails shall link to other facilities whenever possible.
- c) Prevent motorized vehicles from gaining access to trails and sensitive areas by the use of signs and access control measures.
- d) Incorporate amenities for handicapped persons in the design and construction of trails, whenever possible and appropriate.
- e) Require development and subdivisions to retain existing or provide new ditch access where appropriate for open space and irrigation purposes.
- f) Implement the Facility Plan for Arroyos and other future trails plans to promote multiple use of the arroyos and ditches as trail corridors.
- g) Incorporate trails and bicycle lanes in roadway design that are referenced in the Trails and Bikeways Facility Plan, Bikeways Master Plan, and for those trails deemed necessary by the County and City Parks and Recreation Departments and the community.

## **POLICY 17**

**All roadways shall be planned, designed, constructed and improved for the safety of pedestrians, equestrians and bicyclists, as well as access to commercial uses of various scale.**



#### **ACTIONS:**

- a) The appropriate governmental body shall install and maintain sidewalks, trails and safe crossings along roadways for pedestrians, equestrians and bicyclists in areas identified by the community or as needed to protect the safety and general welfare of the area residents.
- b) Provide landscaped rest areas along trails, as well as landscaping throughout the trail network using appropriate native plant materials and encourage the use of public art, wherever possible.
- c) Provide adequate trail width and buffer along bridges for pedestrians, equestrians and bicyclists.

#### **POLICY 18**

**Storm drainage facilities shall be designed to carry out their drainage management functions and to optimize recharge of the aquifer.**

#### **ACTIONS:**

- a) Implement channel treatments for existing historic flows, when necessary, which shall be as naturalistic in appearance to blend in with adjacent indigenous vegetation. Check dams, gabions or bioengineered components shall be designed as part of the channel to reduce water velocity and erosion while maintaining recharge objectives.
- b) Maintain natural vegetative cover within the flood hazard areas to enhance soil stability and health.
- c) Implement bioengineered or a similar alternative method of storm water detention for storm drainage. Consider such methods as infiltration islands or construct wetlands where appropriate.
- d) Require all new development and subdivisions to accommodate runoff as close to where it is generated, as possible, in an effort to minimize induced drainage cost and to maintain historic run off patterns.
- e) Encourage new residential and commercial developments to use and/or reclaim surface water runoff and gray water as a water conservation technique.

## **POLICY 19**

**All development and subdivisions shall be required to limit the level of water runoff generated from new construction or paving in order to reduce velocity and volume of runoff, and to ensure the viability and capacity of down stream facilities.**

### **ACTIONS:**

- a) Incorporate appropriate hydrologic and re-charge conditions into the drainage management plan for the Southwest Mesa.
- b) Design drainage methods to encourage groundwater infiltration and percolation, such as the use of vegetative cover, gabions and/or other bioengineered methods.
- c) Stabilize arroyo channels in a manner that will blend in with the surrounding environment and allow for aquifer re-charge.
- d) Prohibit the discharge of storm flows that exceed existing conditions prior to development for all soil disturbance on sloped areas greater than five percent.
- e) Implement small scale velocity reducing and peak flow delaying filter dams or hydrologically equivalent strategies in the upper most reaches of a watershed to prevent flooding and capture runoff for use and storage as an alternative to lined arroyos.

## **POLICY 20**

**Promote drainage management plans for the Cedar Wash drainage and Rio Puerco slopes. These plans shall consider the integrity of the watershed including sustainable water supplies for the built environment.**

## **POLICY 21**

**The five historic village centers, as identified on the following map, shall reintegrate historic buildings and sites of local interest, and function as an area to meet the community's day-to-day needs.**

## ACTIONS:

- a) Develop a historic village center plan by involving the community. Each plan shall include, but not be limited to:
  - 1) precise boundaries of each center marked by signs;
  - 2) design guidelines and zoning which considers signage criteria relative to the areas context;
  - 3) an implementation program;
  - 4) appropriate economic development incentives;
  - 5) create a historic village center zone.
- b) Reintegrate historic buildings and spaces of local interest into the historic village centers and surrounding neighborhoods. Allow adaptive re-use of historic buildings and places that hold significant value identified by the community.
- c) Require new residential subdivisions, and commercial development proposed for the village centers to be compatible in design, scale and character with the existing surroundings.
- d) Permit each of the five village centers to include neighborhood-scale commercial and office uses, and appropriate public and local health services. Areas suitable for residential development shall be similar in scale and style to the existing area.
- e) Install a marker describing the historical significance of each center to be placed at appropriate entrance(s) to those villages.
- f) Interconnect the proximate villages to each other as well as to surrounding areas with a trail network.
- g) Pursue incentives to rehabilitate historic built structures, such as, but not limited to, development fee waivers, public parking or reduction in parking requirements.
- h) Allow reduced right-of-way and paving for street standard widths in village centers to retain historic ambience of the area.

## **POLICY 22**

**Mixed use development within C-N and C-1 zoning shall be encouraged within historic village centers and on Isleta Boulevard between Bridge and Camino del Valle, to allow owners to reside at their place of business.**

### **ACTIONS:**

- a) Permit secondary residential use in conjunction with a primary business use. Residences may be located in part of the primary business structure or behind the primary business structure.
- b) Require visual continuity on the exterior of any two buildings (residential and commercial) located on the same site.
- c) Limit storage to self-storage units and storage of vehicles permitted with in the C-1 zone. Any such storage must be located behind a wall and not visible from the surrounding neighborhood.

## **POLICY 23**

**Sector development plans, public facilities plans and corridor plans shall be developed to further address subareas or portions of the plan area.**

### **ACTIONS:**

- a) Develop a sector development plan or overlay zone for the Mountain View, South Broadway and far South Valley areas to address the location of industrial, commercial, public facility, residential and open space land uses specific to the area.
- b) Develop the appropriate sector, corridor or overlay plans for the Pajarito Mesa, Atrisco Grant area, Isleta Boulevard, and the Rio Puerco slope.
- c) Incorporate village and neighborhood centers as the primary component of the sector plan.

## **POLICY 24**

**Develop a Facility Plan for major public facilities and services to address location, siting and environmental land use impacts in the plan area.**

## **POLICY 25**

**The County and City shall stabilize residential zoning and land use in the Plan area.**

### **ACTIONS:**

- a) Cancel discontinued special use permits, special use permits where conditions of approval are not met, and permits that are in violation of the Zoning Ordinance.
- b) The County and City shall stabilize residential zoning and land use in the South Valley to protect the value of traditional land uses and enhance the quality of life.
- c) Limit the location, duration and type of new uses allowed by special use permits to those meeting all the requirements of the adopted zoning ordinance.
  - 1) Restrict new special use permits for heavy commercial and manufacturing uses in South Valley residential zones to owner-occupied businesses with five or fewer employees on  $\frac{1}{2}$  acre or greater.
  - 2) Limit the time period between approval of new special use permits and issuance of a building permit to one year.
- d) Encourage C-2, M-1 and M-2 land uses in the area located south of Woodward and east of Second Street; and the southwest corner of I-40 and Paseo del Volcan, to promote areas of primary development.
- e) Prohibit residential development within 60-65 Day Night Noise Level (DNL).

- f) Encourage stabilization of residential land use through subdivision design and scale.

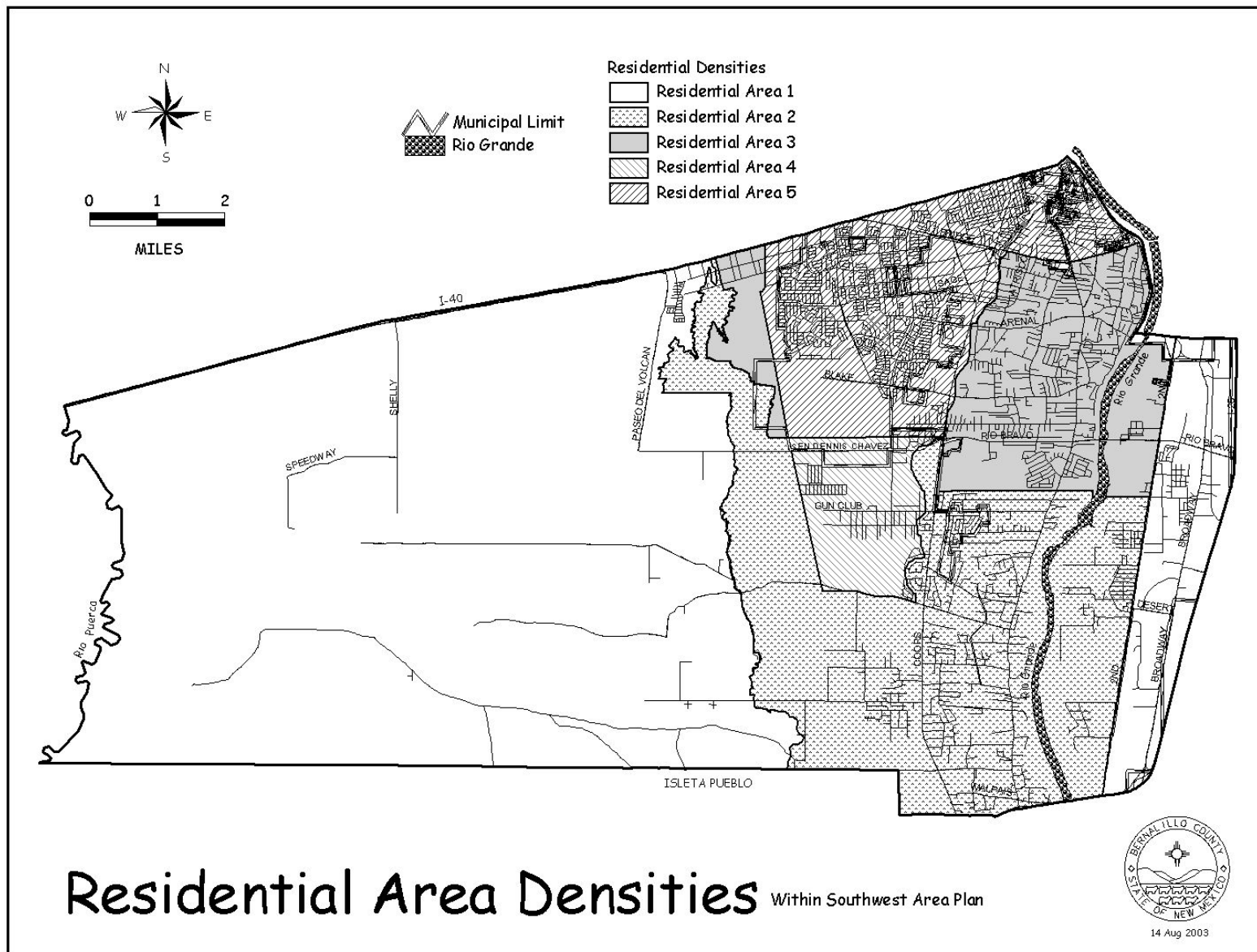
## **POLICY 26**

**The residential densities contained on the following Map shall be those controlling zoning in the Plan area.**

### **ACTIONS:**

- a) Require a centralized collection and properly designed and maintained on-site liquid waste treatment system for subdivisions with six (6) homes or more, and with no access to sewer lines. Such systems could include bioengineered facilities, such as constructed wetlands.
- b) Minimum additional residential development is recommended in Residential Area 1 within the boundaries defined by I-25 to the south and east; Woodward to the north; and Second Street to the east. When connected to City sewer or approved community system. Additional density may be added through cluster development.
- c) Allow in Residential Area 2, a maximum density of one dwelling unit per net acre, even if centralized community systems or City water and sewer services are available.
- d) Allow in Residential Area 2, a maximum density of one dwelling unit per two acres when located in Soil Conservation Service Zone 3 and if on-site wells and individual liquid waste disposal systems are used.
- e) Permit in Residential Area 2, a maximum of one dwelling unit per net acre, even if connected to centralized community systems or other municipal water and sewer services. Due to the high soil erosion potential within the area containing Bluepoint-Kokan soils, special use permits and zone changes to higher residential densities shall not be allowed. In areas where municipal and community systems are not available, the maximum density shall be  $1\frac{1}{4}$  acre for individual wells and liquid waste disposal systems.
- f) Allow up to three dwelling units per net acre in Residential Area 3 when City sewer is available, or a maximum of one dwelling unit per net acre when using individual liquid waste disposal systems.

- g) Allow up to six dwelling units per net acre in Residential Area 4 when City sewer is available. Between Gun Club Lateral and the 050' elevation line, there shall be a maximum density of one dwelling unit per net acre when using individual liquid waste disposal systems.
- h) Allow up to nine dwelling units per net acre in Residential Area 5, when City sewer and water is available.
- i) Between the 5050' elevation line and Coors Boulevard, a maximum density of one dwelling unit per net acre is allowed when using individual liquid waste disposal systems.





## **POLICY 27**

**Land use changes adjacent to Paseo del Volcan, Dennis Chavez Boulevard (Rio Bravo) and Unser Boulevard shall be permitted if it conforms to the following:**

### **ACTIONS:**

- a) Require development proposals, within the Reserve Area of the Comprehensive Plan, of 75 to 649 acres to conform to Level B of the Planned Communities Criteria as identified in Appendix A. Upon compliance of the criteria listed in Appendix A, then the development proposals shall comply to Level C of the Planned Communities Criteria.
- b) Discourage leap frog development in the area west of Coors Blvd. between Gun Club and Central to promote a more contiguous development pattern based on the availability of infrastructure.
- c) Locate commercial nodes/ new community centers on the corner of Unser Boulevard and Dennis Chavez Boulevard (Rio Bravo), 118<sup>th</sup> Street and Dennis Chavez Boulevard and the southwest corner of Rio Bravo and Paseo del Volcan.
- d) Create a bypass to separate Dennis Chavez Boulevard (Rio Bravo) and Paseo del Volcan arterial from commercial/community center.
- e) Permit C-2 and M-1 zoning on Paseo del Volcan and I-40.
- f) Permit high residential density interspersed with C-N/C-1 zoning adjacent to Dennis Chavez Boulevard (Rio Bravo) and Paseo del Volcan in order to provide community amenities.

## **POLICY 28**

**The areas located between I-25 and Second Street and the area south of I-40 and west of Paseo Del Volcan shall be used as primary employment because of their location to transportation facilities (rail and highway).**

#### **ACTIONS:**

- a) Prohibit industrial development that is highly consumptive in water use from the area south of I-40 and west of Paseo del Volcan.
- b) Prohibit industrial development on the top edge of the Southwest Mesa
- c) Require a master site plan for industrial uses (M-1, and M-2 zoning) for sites that encompass the crucial area and are five acres or larger.
- d) The developer shall provide a detailed site plan for industrial uses that incorporates appropriate native drought tolerant plants and trees, in order to achieve a continuous 30 foot landscaped area fronting the main access road.
- e) Require industrial development located in the area south of I-40 and west of Paseo del Volcan to be developed with "no net" cost to local governments for infrastructure and water use as defined in the Planned Communities Criteria.

#### **POLICY 29**

**All land uses in the plan area, which are or reflect a M-1 or M-2 land use shall require a detailed site plan and landscape plan, including phasing (if applicable).**

#### **ACTION:**

- a) Promote a visually pleasing business environment by creating attractive surroundings. To achieve this, provide appropriate native drought tolerant plants and trees with a 30-foot landscaped area fronting the main access road. Landscape elements shall be consistent throughout the area roadways.

#### **POLICY 30**

**Standards for outdoor lighting shall be implemented to ensure that their use does not interfere with the night sky environment and**

**unnecessarily illuminate adjacent properties.**

**ACTIONS:**

- a) Outdoor light poles within residential areas should not exceed sixteen (16) feet in height above existing grade and require outdoor fixtures; when mounted on buildings or structures, fixtures should not exceed twelve(12) feet from existing grade.
- b) Create and enact an outdoor lighting ordinance for the plan area.
- c) Require all new public and private light fixtures and on premises signs to be designed and operated as cutoff or shielded amiable fixtures.
- d) Discourage commercial use of searchlights, spotlights and floodlights, or any similar high intensity light for outdoor advertising or entertainment when projected above a horizontal plane.

**POLICY 31**

**Provide pedestrian connections through mixed-use areas and activity centers, and separation between parking and pedestrian circulation for public safety and general welfare of the area residents.**

**ACTIONS:**

- a) Sidewalks shall be located to connect public street sidewalks, the main entrances to all businesses, transit stops on or off-site, and other buildings on the site, in addition to providing convenient access to adjacent residential neighborhoods; and within shopping centers, clear, logical pathways must be provided to each building on the site, including pad sites.
- b) Structures and on-site circulation systems shall be designed to minimize pedestrian and vehicle conflicts.
- c) Promote a pedestrian circulation system to provide clear, logical pathways within and between properties. The site plan shall demonstrate that a development will not impair access to adjoining properties or to major public facilities such as parks and schools.

- d) All drive-up windows shall be designed to minimize the conflict between pedestrians and automobiles.

## **POLICY 32**

**Enhance the visual character and quality of the streetscape and overall development by integrating the design and materials of required perimeter walls.**

### **ACTIONS:**

- a) Walls shall be designed to complement the architectural character of the subdivision or neighboring development by incorporating the features and motifs used on adjacent homes or buildings.
- b) Discourage long expanses of uninterrupted wall surface and encourage walls to be indented, offset, or in a serpentine form to avoid a tunnel effect.

## **POLICY 33**

**Promote safe vehicular parking with attention to functional and aesthetic concerns. Oversized parking lots or facilities should be discouraged.**

### **ACTIONS:**

- a) Parking areas should be designed to minimize local temperature gain and reduce air pollution. Potential methods of accomplishing this include light colored materials in parking lot surfaces and trees or other shading devices to shade the surface area of the lot.
- b) Encourage landscaped areas within lots to break up large expanses of paved area and enhance pedestrian access.
- c) Parking should be placed to encourage and facilitate parking once and walking to multiple destinations.
- d) Shared parking in mixed-use areas is encouraged and total spaces may be reduced when the owner demonstrates that the

mix of uses has staggered parking needs.

## **POLICY 34**

**Require, where feasible, development to respect views of the mountains to the east and the mesa to the west. Preserve views to and from the sites by incorporating design details.**

### **ACTIONS:**

- a) Encourage rooftop, mechanical and electrical equipment and similar rooftop hardware to be screened from public view by building elements that are integrated into the building's architecture, such as parapets or screening walls.